Advertisement to Employ the Company Secretary by Air India

1895. SHRI E. BALANANDAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Air India has issued an advertisement in leading newspapers seeking to employ a Company Secretary conversant with Share Certificate issuance procedures;

(b) if so, whether it is a requirement under the Air Corporations Act, 1953; and

(c) if not, the reasons for employing such a Company Secretary by Air India?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) No, Sir.

(c) In order to help the management in administrative, legal and financial matters, Air India has decided to appoint a Company Secretary.

Panel of Advocates in Air India

1896. SHRI E. BALANANDAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Air India have a panel of lawyers and Senior counsels to deal with its cases apart from its Law Officers;

(b) if so, the details with schedule of fees for each such advocate; and

(c) the number of cases that have been handled by such Advocates in the last three years as against its own Law Officers?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) Air India does not have a standing/Panel of advocates. By and large, cases are entrusted to a firm of solicitors located in each metropolitan city. Depending upon the nature and complexity of the case, advocates are engaged by the solicitors and there is no fixed schedule of fees for the advocates engaged. During the last 3 years, about 391 cases have been handled by the advocates, compared to 63 cases handled by Air India law officers. At other stations also, advocates are engaged depending on the nature of the case.

Jet Airways Landed at Defence Airport at Salur

1897. SHRI NARAYAN PRASAD GUPTA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Jet Airways pilots have been behaving irresponsibly as reported in a Bombay Daily "Independent" of November 25th, 1993;

(b) how many times the Jet Airways flight has landed at the Defence Airport at Salur; and

(c) what steps have been taken by Government against the pilots and the Jet Airways for violating the law and the utter negligence of its pilots?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) The incident had occured on 11-10-93 and not on 8-11-93 mentioned in the news report. Investigation into the incident revealed that the two aircraft were not involved in near collision. There was, however, some mishandling by the Air Traffic Controllor. The pilot of Jet Airways also did not monitor the air traffic control instructions.

(b) Jet Airways aircraft had once landed at I.A.F. airfield at Salur instead of Coimbatore on 5-5-93.

(c) In the case of landing at Salur, the pilot's licence was suspended for six months. He was also subjected to necessary corrective training and is being kept under surveillance for a period of one year.

In regard to the incident at Bombay Airport on 11-10-93, action has been initiated by DGCA against the concerned pilot of Jet Airways. National Airports Authority has also been asked to take suitable action in the matter. Air India has also been advised to take suitable action against the pilot.